

Attachment 1

**Draft Meeting Notes
Bicycle and Pedestrian Task Force**

MEETING DATE: September 21, 2016

MEETING LOCATION: CMAP Offices

CALLED TO ORDER: 1:00 p.m.

ATTENDANCE:

TASK FORCE MEMBERS OR ALTERNATES:

Tom Rickert, Kane Co. DOT, Chairman
Bruce Christensen, LDOT
Kyle Whitehead (for Ron Burke), Active Transportation Alliance
Richard Bascomb, Village of Schaumburg (on phone)
Greg Piland, FHWA
Jessica Ortega, DuPage Co. Forest Preserve
Ed Barsotti, Ride Illinois (on phone)
Randy Neufeld, SRAM Corp
Jason Meter (for Christina Arthur), CTA
Patrick Knapp, KKCOM
Kevin Staniel, RTA
Steve Mannella, Metra
Allan Mellis, Citizen
Katie Knapp, City of Evanston

ABSENT:

Karen Shinnars, Pace
Pamela Sielski, Cook County Forest Preserve District
Keith Privett, CDOT, Co-Chair
Marla Kindred, IDOT
Gin Kilgore, Bike Winter / LIB
Dave Longo, IDNR
Representative, CNT

CMAP STAFF:

John O'Neal
Lindsay Bayley
Brian Daly
Aaron Brown

OTHERS:

John Donovan, FHWA
Marty Mueller, Knight E/A Inc.
Carlos Pimentel, Village of South Holland

James Hus, Jr., Robinson Engineering
Sis Killen, Cook Co. DOTH
Tara Orbon, CCDOTH
Maria Choca Urban, CCDOTH
Cori Crawford, Will Co. Forest Preserve District
Eric Gallt, City of Aurora
Rooopa Anjanappa, City of Aurora
Brian Hacker, RTA
Jon Rualo, Cook Co. DOTH
Bob Pilat, Village of Niles
Jim Baxa, Village of Northbrook
Reed Panther, Illinois Tollway

1.0 Introductions

Members and attendees introduced themselves. The Chair invited Katie Knapp, who requested to join the Task Force as representing municipalities (City of Evanston).

2.0 Approval of the Minutes

No corrections to the minutes were proposed. *Motion was then made and seconded for approval of the meeting notes. The motion was unanimously approved.*

3.0 Local and Regional Planning

3.1 Regional Greenways and Trails Plan Update

CMAP staff (Brian Daly) reported on the status of the project to update the Regional Greenways and Trails Plan. He provided an overview of the plan, its function and purpose, both as a vision of a connected, region-wide multi-use trail network, and as a planning tool and guide for local and sub-regional implementing agencies and for CMAP in its programming activities. He outlined the project timeline (largely complete), and stated that the draft plan, pending a few minor tweaks, is scheduled to be presented for adoption at the Transportation Committee's October meeting. The plan will then be incorporated as part of the ON TO 2050 plan. He described the stakeholder input process, interim products that this input helped produce, and the current draft plan map. He detailed the difference in total mileage, County by County, between the 2009 plan and the update, which added a total of 441 miles (going from 2719 to 3160 miles), of which approximately a third are existing.

Mr. Mellis stated that he thought this plan update would prove an excellent tool and asked if it would be available online. Staff responded that GIS data of the plan map would be posted on CMAP's data depot for download by local and subregional agencies. In addition, a PDF of the map would be posted on CMAP's webpage. Mr. Mellis said that publicizing the plan and the availability of the plan map data would be crucial to its success as a planning tool.

Mr. Neufeld asked if project staff had encountered any complaints about the product or the

process. Mr. Daly said, no, all responses had been positive. Mr. Neufeld asked about the fact that approximately 10 percent of the plan were not in local or subregional adopted plans, wanting to know where these corridors came from. Staff responded that they were CMAP staff additions, aimed at creating connectivity, filling a gap, or taking advantage of an opportunity.

Mr. Stanciel asked whether staff had compared the 2016 update version to versions earlier than 2009. Staff stated that, no, they had not, and that GIS data for earlier versions may not be available or compatible, but that CMAP would be working on a Non-Motorized Snapshot report, which may provide more detail on longer term changes in plans and on-the-ground facilities. Mr. Neufeld added that he thought we had a positive story to tell about local support for the RGTP.

Mr. Mellis asked whether the projects had been monitored and analyzed for safety improvement and whether the public was supportive of the projects. Mr. Hus stated that they were still too recent for such analysis to be undertaken, but that national studies pointed very clearly to the safety benefits of road diets. Ms. Barker stated that extensive outreach was undertaken, including an educational element about bicycle facilities. Mr. Neufeld pointed out that instead of the term “road diet” (which the public associates with “having less”), many agencies are using terms like, road reconfiguration, right sizing, striping for safety, etc. Ms. Baker stated that road diets do not “take away” part of the road but simply “reapportion” existing ROW.

Ms. Knapp asked how the design on 170th St. dealt with the transition from sidepath (on one side only) to on-street bike lane (on both sides). Robinson engineers explained that signage and crosswalk markings / infrastructure directed cyclists to cross 170th, in order to access the sidepath and/or switch to the bike lane, emphasizing that all transitions were at signalized locations. Ms. Knapp asked whether cyclists were observed to utilize the sidewalks along 170th St. Robinson engineers replied that, while this may happen, the Village discourages bicycling on sidewalks.

Mr. Rickert asked about the high cost of the 170th St. project (\$6M), remarking that most road diet projects were achieved as part of routine resurfacing and cost very little. Robinson engineers stated that the \$6M cost was for complete road reconstruction and not simply restriping.

3.2 Village of South Holland and Cook County Department of Transportation & Highway – Road Diets and Cook County’s Long Range Transportation Plan

Engineers at Robinson Engineering, along with staff from the Village of South Holland and Cook County Department of Transportation and Highways, presented on present on recent roadway improvement projects aimed at increasing safety and connectivity and on “[Connecting Cook County](#),” the County’s recently adopted long range transportation plan. Robinson engineers, James Hus and Patricia Barker, focused their presentation on the 170th Street road diet project, and associated bikeway projects in South Holland and in Orland Park, emphasizing the strategy of reallocating roadway ROW to create safer streets and higher quality pedestrian and bicycle accommodations, to meet a community’s transportation, health, economic development, environmental, and livability goals.

Ms. Killen presented on the vision of Cook County and its long range transportation plan, stressing transportation connection to and influence on economic and community health. She

provided background on the plan and reviewed the planning process, which took 3 years and culminated in adoption by the Cook Co. Board on August 3, 2016. She reviewed the plan's five priorities, which are:

1. Prioritize Transit and Other Transportation Alternatives
2. Support the Region's Role as North America's Freight Capitol
3. Promote Equal Access to Opportunities
4. Maintain and Modernize What Already Exists
5. Increase Investments in Transportation

Ms. Killen also provided examples of projects – in addition to the 170th St. road diet – which have or will advance the county's priorities and help achieve their vision. These projects include Rosemont Station Transportation Center, the 606 trail, to which Cook Co. contributed \$2M, and a bicycle-pedestrian bridge along the Skokie Valley Trail over Lake-Cook Road.

Ms. Killen mentioned that due to a decision by the Cook Co. Board not to divert MFT funds from transportation to other uses, the County would have additional funds in 2017, and that it would use these and, potentially, other funds to issue a call-for-projects in order to advance plan priorities. Projects of various types would be evaluated against others of that type, in order to find the best projects with the greatest potential impact. Although this program and call-for-projects is still be developed, it is anticipated that it will include Complete Streets as one project category.

Mr. Mellis expressed the hope that the plan's emphasis and prioritization of transit would be reflected and matched in its funding decisions, and that transit would gain in funding. Ms. Choca Urban stated that the County in the last budget provided \$2M directly to the CTA, but that the rest of the County's MFT funds were constrained by state law as to their use, but that the hope and plan was to find ways to redirect more of the \$90M in MFT that the County receives to the Long Range Plan priorities.

Mr. Hacker asked for more information about the upcoming call-for-projects and Cook Co. DOT staff stated that while the program was still under development, the goal was to use the competitive, transparent nature of a grant program to better use MFT funds and to leverage other (federal) funding sources.

3.3 City of Aurora – Bicycle and Pedestrian Projects

Staff from the City of Aurora (Eric Gallt and Roopa Anjanappa) presented on recent bicycle and pedestrian projects in Aurora. They outlined the City's vision and goals for bicycle and pedestrian travel and discussed in more detail recent projects, how these projects advanced from idea, to design, to construction – including funding mechanisms – as well as plans for the near-term future.

Eric described the principles behind Aurora's desire to be bicycle-friendly, including resident demand, leveraging multiple nearby regional trails, transportation equity, integration of travel modes, cycling as a sign of a successful, popular community, and economic development. He summarized earlier planning efforts and described how current projects and ideas build off of those. He described that bikeway planning in Aurora focuses on making connections, filling

gaps, utilizing alternative funding sources, changing residents expectations of what cycling facilities can be, and changing the way people, in Aurora and around the region and the country, perceive or think about the City of Aurora.

Mr. Gallt described various projects either recently completed or currently underway, including infrastructure projects and education and encouragement programs. He focused on the recently completed two-way protected bike lane in downtown Aurora, which filled what had been a gap in the Fox River Trail. Ms. Roopa discussed projects that utilized traditional bike lanes, bike route signage, and marked shared lanes. Mr. Gallt discussed plans for Broadway Street (Illinois Route 25) in downtown Aurora, where a road diet is being considered in order to provide bicycle facilities. He also mentioned the recent implementation of bike sharing and the establishment of a Bicycle and Pedestrian Committee, through which the City hopes to achieve bicycle friendly status.

Mr. Mellis asked whether bicycle education was part of the City's plan to improved conditions and Mr. Gallt replied that yes, this was an important component of creating safe streets for all users. Mr. Whitehead expressed admiration and thanks to the City of Aurora for their progressive approach to bicycling and walking and asked if the City had had to overcome opposition to projects. Mr. Gallt stated that there had been opposition but that the commitment of elected officials and their willingness to "stay the course" was crucial to success. He added that the opposition was typically in the early (planning, construction, and brand-new) stages of projects, but that once complete residents for the most part expressed satisfaction with the completed projects. Mr. Meter asked if any of Aurora's bikeways were along bus routes. Mr. Gallt stated that buses did run along Broadway, where he is proposing a road diet. He added that he knew that 9 ft. lanes do not work for Pace buses and that right now, the buses currently running on Broadway basically take both lanes.

Mr. Rickert thanked Aurora for the progressive bikeway work they have done and for winning the Project of the Year award at this year's Illinois Bike Summit.

4.0 Pedestrian and Bicycle Project Programming

4.1 FFY2018-20 TAP and FFY2018-22 CMAQ Programs – Upcoming Call-for-Projects

CMAQ staff (John O'Neal) provided information on the upcoming call for projects in both the CMAQ and TAP programs. He stated that applications for both the FFY2018-22 CMAQ and the FFY2018-2020 TAP programs will be accepted from January 6, 2017 through Friday, March 3, 2017. He added that review and scoring of project applications will take place in spring / early summer 2017, at which time programming staff will seek Task Force input on project evaluation and scoring.

4.2 CMAP Bicycle Usage Survey Results Summary

The CMAP Bicycle Usage Survey collected data from approximately 800 respondents using an on-line portal over a three-month period between March and June 2016. CMAP staff (Aaron Brown) provided a brief overview of the demographic and bicycle usage trends contained in the data. He reiterated the purpose of the survey as:

- Method to collect targeted information about specific bicycle trips.

- Use data to estimate the coefficients of the mode choice model used in the Bicycle Switching Model.

He then summarized analysis of the gender, age, and household income of those who completed (or completed part of) the survey. He also looked at information on the length of survey respondents' last bicycle trip, trip origins and locations, start time, and duration. He concluded by informing Task Force members and visitors that the survey data will be made available on CMAP's Data Hub (at <https://datahub.cmap.illinois.gov/>).

5.0 Project Updates

Mr. Mellis stated that a ribbon-cutting for Phase 1 of the southern extension of the North Branch Trail was taking place today and that Ms. Sielski (of the FPDDC) was there, along with Mr. Burke (Active Trans).

Ms. Ortega gave the Task Force an update on FPDDC projects, including, the West Branch DuPage River Trail project at Fair Oaks Rd., Winfield Mounds, and a bridge over County Farm Road.

Mr. Piland reminded Task Force members and implementing agencies that FHWA was offering, as part of the Every Day Counts initiative, technical assistance and resources on Road Diets.

Mr. Whitehead stated that Active Transportation Alliance had organized an encouragement event in the Village of Bartlett, on Sunday, Sept. 25, called the [Kickstand Classic](#), which will consist of bicycle races for people of all skill levels riding any kind of bike, with rides of 10, 14.5 or 19 miles.

6.0 Public Comment, Announcements, and Other Business

No comments.

7.0 2014 Meeting Dates

The Chair reminded Task Force members of the (remaining) proposed 2016 meeting date:

- Wednesday, December 14, 2016 at 1:00 p.m

Proposed 2017 meeting dates are:

- Wednesday, March 15, 2017 at 1:00 p.m
- Wednesday, June 14, 2017 at 1:00 p.m
- Wednesday, September 13, 2017 at 1:00 p.m
- Wednesday, December 13, 2017 at 1:00 p.m

7.0 Adjournment: 3:00 PM